where at present, and in France the rate was the same as our own—5 per cent.; and the confirmation of the principle was the best safeguard for the independence of the profession. He also alluded to objections which had been raised to the views which had been expressed by Mr. Kerr on the subject of competition: he concurred with these views from his own experience, and believed that the principle of competition, if properly worked out, was one calculated to be of great advantage. Holding up to view the great objects of the advancement of the art, and the maintenance of the dignity of the profession, he counselled combination and co-operation as the surest means of securing such excellent ends.

Mr. E. Hall adverted to the advantages of meetings of this character. Not only, he said, is the education of the architect a subject demanding attention, but that of the public is of equal importance; and to this end no means could be of such service as the Architectural Exhibition in familiarising the public eye to the peculiarities of representation, and as an antidote to the pernicious influence of the present stucco architecture. The architectural profession is of an universal character: the same principles which the most thinking minds have decided on for guidance in architecture apply in equal force to furniture and other objects of daily use. An edifice, the result of long and careful thought and consideration, should not be hastily altered in any way; but in the present day (with the utmost indifference to the feelings or the reputation of the original architect,—often for a mere whim) a building is thought to require alterations or additions; and London offered but too many examples of buildings disfigured or entirely lost to us by such unjustifiable operations.

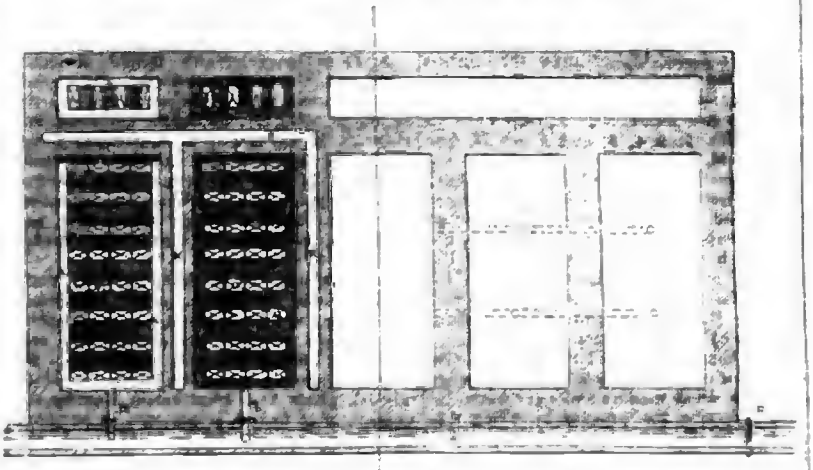
Mr. Billings advocated a higher standard for the qualifications of the architect, and the necessity of combination to attain that end. The architects as yet have worked in an isolated way—and have, therefore, produced no impression. He urged the adoption of fees and charges for the actual amount of time and skill expended, instead of the present system of a per centage on the cost of the work done.

Mr. Ferrey (who proposed a vote of thanks to the Chairman), Mr. Kendall, Mr. Scoles, Mr. Jopling, Mr. Garbett, Mr. Jennings, &c. were present.

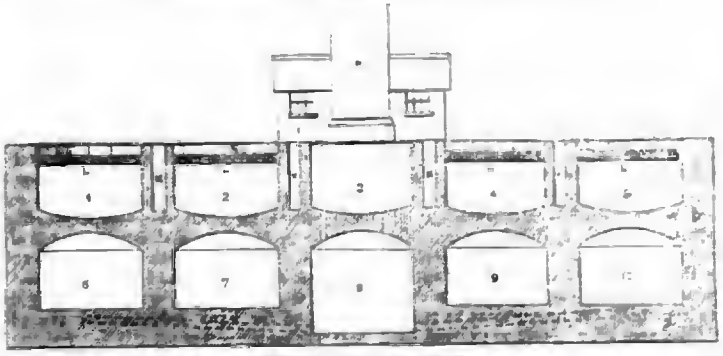
OPENING OF THE OXFORD AND BIRMINGHAM RAILWAY.

On the 30th, the heretofore incomplete portion of this line or branch of the Great Western Railway, viz. from Banbury to Birmingham was formally opened. The ceremony was distinguished by a series of casualties very discreditable to the management. The line has been constructed by Messrs. Peto and Betts, under the superintendence of Mr. I. K. Brunel. The works include—the Harbury cutting, between Banbury and Fenny Compton, half a mile in length, and 110 feet deep, out of which have been excavated 3,000,000 cubic yards of marl and limestone; a viaduct at Leamington, and bridge over the High-street, the latter 130 feet span; an aqueduct at Myton, constructed so as not to impede the navigation of the Birmingham and Oxford canal; a bridge over the Avon, 160 feet in length; viaduct at Warwick, of 30 arches, 25 feet span each; a bridge over the road and canal at Warwick, composed of iron girders 150 feet span; the Hatton embankment, 3 miles in length and 25 feet in height; the Finwood bridge, 60 feet high and 140 feet long; an iron bridge over Stratford Canal, 60 feet in length; the Solihull viaduct, 500 feet long; an embankment at Haycock's-green, one mile long and 48 feet high; the Haycock's-green cutting, one mile long and 30 feet deep; a bridge under the Bristol and Gloucester Railway, constructed on an embankment, 50 feet high, the trains of the Bristol and Gloucester line having worked over it during the progress of the works; an iron bridge over the Warwick canal, 150 feet long; and a bridge over the Coventry road into Birmingham, 60 feet long.

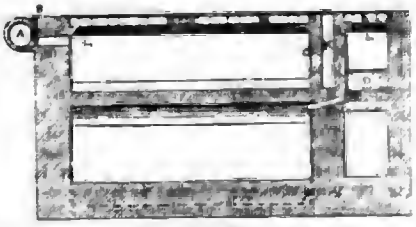
DIAGRAMS TO ILLUSTRATE THE HON. AND REV. MR. GORE'S SCHEME FOR THE DRAINAGE OF TOWNS.



PLAN SHEWING HALF UPPER AND HALF LOWER TANK.



LONGITUDINAL SECTION.



BOTTOM OF WELL

TRANSVERSE SECTION THROUGH SEWAGE TANK AND WELL.

DRAINAGE OF TOWNS.

A SCHEME FOR THE DRAINAGE OF TOWNS, AND THE CONVERSION OF THE SEWAGE MATTER INTO A DRIED INODOROUS MANURE, AND CLEAR INODOROUS WATER, WITHOUT THE ESCAPE OF EFFLUVIA DURING THE PROCESS.

The town, into which it is desired to introduce the system about to be described, must be divided into sewerage districts, formed with reference to surface configuration, and at the lowest point in each district receptacles proportionate to the extent of the district, and density of the population therein, must be formed for collecting, disintegrating, desiccating, and deodorizing the sewage matter.

The accompanying diagrams will tend to illustrate the description of the formation of one of these receptacles, and of the process therein to be pursued in the conversion of the sewage matter.

The fulfilment of every necessary requirement for the efficient drainage of the district having determined the depth and capacity of the minor and main sewers, and the dimensions of the collecting receptacles having been derived therefrom, A represents the main sewer in the district, conveying the sewage matter by means of sluices (B) into the collecting receptacles 1, 2, 4, 5, excavated to a sufficient depth below the general level of the district and the main sewer to admit of their being fully charged, to within 4 feet of the top, with sewage matter.

The area of the place of collection, &c. should be excavated to double the depth determined on as necessary for the construction of these receptacles, the lower half being divided into five compartments, 6, 7, 8, 9, 10; the centre one (8) being carried down below the floors of the others for the purpose of draining them and working pumping machinery.

Over these compartments five tanks must be constructed; 1, 2, 4, 5, being the collecting receptacles before noted, and 3, a tank for filtered water, as will hereafter appear, sufficient intervals (K) being left between the tanks to admit of their proper construction, and to contain,—first, pipes for heating the tanks; second, machinery for working cranes by hydraulic pressure; third, gas-pipes for lighting the tanks; 4th, pipes for admitting atmospheric air for ventilation; and, lastly, a means of access to the reservoirs or wells below.

In the end (C) of each tank, opposite the sluice (B) for admitting the sewage-matter, are to be inserted, at a level of 6 feet from the top of the tank, sluice-cocks filled with perforated guards, and so on at intervals to within about